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CD NO.

SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

NEW SHIPS, PORTS BUILT FOR SERVICE ON SOVIET RESERVOIRS;
PLAN RESULTS FOR FIRST HALF OF 1953

Many special problems will arise in navigating on the reservoirs, where waves will reach a height of 3 or more meters. Operations on the Rybinsk Reservoir have shown that an ordinary river steamer can operate there only when the wind velocity is not over 5. Vessels destined for navigation on the new reservoirs must be built more strongly, have a higher freeboard, and tighter deck coverings than ordinary river craft. In addition, they must have ocean-going characteristics of stability, rolling, handling, and maintenance of buoyancy when damaged.

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New ships are being built to fulfill these needs. Passenger vessels are being built which have greater speeds and stronger hull construction than comparable river types. Diesel-electric vessels of the Rossiya class were put into service on the Moscow-Rostov line during the 1953 navigation season, and 300-horsepower ships of the Volga-Don class were put into service on the Rybinsk and Tsimlyanskaya reservoirs.

The freight-carrying fleet is being enlarged with significant numbers of self-propelled cargo vessels of the Bol'shaya Volga class which have a deadweight tonnage of 2,000 tons. Since the opening of the Volga-Don Canal, many of these vessels have been put into service on the Moscow-Rostov run as well as in other areas.

In order to increase freight hauling with a corresponding decrease in transport costs, numerous new towing vessels have been built. Among them is a 450-600 horsepower steam tug. These tugs have an icebreaker mounted on the bow which allows the ship to operate through moderate ice and significantly increases the length of the navigation season.

These new ships have automatic stokers for the boiler fireboxes, and all auxiliary machinery is powered by electricity. Beginning in 1953, the tugs have been fitted with steam engines of increased compression which extend the power of the vessel from 450 to 600 horsepower.

Many new powerless barges are also being constructed. Among these is a series having a deadweight tonnage of 1,800-3,000 tons. Soviet yards are also producing a new self-unloading barge for dry cargo. These permit cargo to be unloaded at a rate of 400-700 tons per hour.

Moscow, Vechernyaya Moskva, 27 Aug 53

The new diesel vessel Voskhod began her test run today. The ship was built by the Moscow Shipbuilding and Ship Repair Yards and will join the Volga-Don Steamship Line for navigation on the large reservoirs.

The Voskhod is equipped with two engines which develop 300 horsepower and two rudders which make the ship extremely maneuverable. The vessel's speed is 20 kilometers per hour. There are three passenger salons and accommodations for 256 persons.

JET CUTTER MBKKh-5 IN PRODUCTION -- Moscow, Nauka i Zhizn', No 8, Aug 53

The new jet cutter MBKKh-5, designed by M. D. Khrannikov, is being produced for shallow river navigation. With an over-all draft of only 35 centimeters, the cutter will be able to operate in all rivers with a depth of 40 centimeters or more.

PLAN RESULT FOR THE FIRST HALF OF 1953 -- Moscow, Morsky i Rechnoy Flot, No 4 Aug 53

In comparison with the same period of 1952, ocean transport increased 19 percent in tonnage and 21 percent in ton-kilometers during the first 6 months of 1953. Inland transport increased 21 percent in tonnage and 22 percent in ton-kilometers. The freight traffic plan for the 6 months was fulfilled by 102 percent. Foreign transport increased by 35 percent during the period.

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The growth of bulk cargo transport has been considerable. The towing of timber rafts increased 27 percent in ocean shipping, and 26 percent along river routes; the transport of ore increased correspondingly by 44 percent and 32 percent, mineral building materials by 21 percent and 29 percent, lumber in ships by 25 percent and 27 percent, coal by 19 percent, and salt by 17 percent.

For the second quarter 1953, the plan for the pushing method of barge propulsion on Soviet rivers was fulfilled by 148 percent.

Transport by the pushing method was three times the level reached during the second quarter 1952 for the ministry as a whole. Some steamship lines increased traffic by this method even more: on the Volga Freight Steamship Line to 5.7 times the 1952 level, 4 times on the Moscow-Volga Steamship Line, 9.5 times on the Dnepr Steamship Line, and 5 times on the West Siberian Steamship Line.

Work also improved in sea and river ports, where the plan for the first 6 months was fulfilled by 106.5 percent.

Despite these successes, there were some steamship lines which failed to fulfill the plan for the first 6 months of 1953. Among these lines are the Kamchatka-Chukotsk (chief, Chernyayev), Vladivostok-Arctic Sea (chief, Kulotov), Volgotanker (chief, Modanov), Vyatka (chief, Vezlomtsev), and others. The work of the Volga-Don Steamship Line was particularly unsatisfactory.

Several steamship lines, especially Volgotanker, have been having wrecks while operating with the pushing method. These accidents can be traced to poor training and organization.

The organization of work on an hourly schedule in the river fleet is still poor. Of all freight intended for shipment on a schedule, only 77 percent was so dispatched.

The failure of shipbuilding and ship repair enterprises to deliver vessels by planned dates is reflected in the results of the transport plan.

Glavsevzapflot (Main Administration of the Northwestern Basins Fleet) has not delivered the steam tugs Furmanov and Partizan Shchetinkin, nor has it put the S/S Oka back into service after winter repairs.

The Belomorsk-Onega Steamship Line (chief, Sysoyev) has not returned the tugs Izhorets No. 83 and Vidlitsa to service after winter repairs.

Ships are constantly delayed in repair and construction work at yards of the steamship companies and of Glavmorrechprom (Main Administration of Maritime and River Shipbuilding Industries).

CRANE PRODUCTION AT RIGA PLANT -- Moscow, Trud, 21 Aug 53

The Riga Machine Building Plant of the Ministry of Maritime and River Fleet (previously referred to in some FDD reports as the Ministry of Ocean and Inland Shipping) is producing 3-ton bucket cranes. The first cranes were produced there in 1948 at almost double the estimated cost, but during the first half of 1953 the cost was 15-17 percent below that planned.

A group of engineers and workers at the plant have designed and put into production a hydraulic press for pressing ball bearings, bushings, and gears for use in the cranes. -- A. Kiselev, chief engineer, Riga Machine Building Plant

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SHIP LOCATIONS AND TRAFFIC -- Moscow, Pravda, 22 Aug 53

The following ships are in service on the upper Yenisey River: M/V Khakassiya, M/V Azerbaydzhan, and M/V Turkmenistan.

Moscow, Pionerskaya Pravda, 21 Aug 53

For the past 20 years, the whaling flotilla Aleut has been operating in the waters around Kamchatka.

Petrozavodsk, Leninskoye Znamya, 28 Aug 53

The tugs M/V Glazunov, M/V Musorgskiy, and S/S Port-Artur are towing timber rafts from Shala to Voznesen'ye. The timber is destined for delivery to Leningrad for use as building material.

Frunze, Sovetskaya Kirgiziya, 29 Aug 53

The M/V Sovetskaya Kirgiziya has arrived in Rybach'ye from Tyup with grain from the new harvest. In accordance with increased food shipment plans, many ships are delivering grain to Rybach'ye from various points in the Issyk-Kul' region. The M/V Przheval'skiy, M/V Manas, and M/V Komsomol are now being processed.

Tallin, Sovetskaya Estoniya, 29 Aug 53

The Gosmorlov (State Sea Fishing Industry) trawling fleet based at Pyarnu was organized during the past year. Significant numbers of new ships are being added to it regularly.

Moscow, Vechernyaya Moskva, 26 Aug 53

The M/V Adzhariya is unloading grain in South Port, Moscow.

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